



# Burlington Amtrak Train Storage and Servicing Study

Transportation, Energy and Utilities Committee

*July 25, 2019*





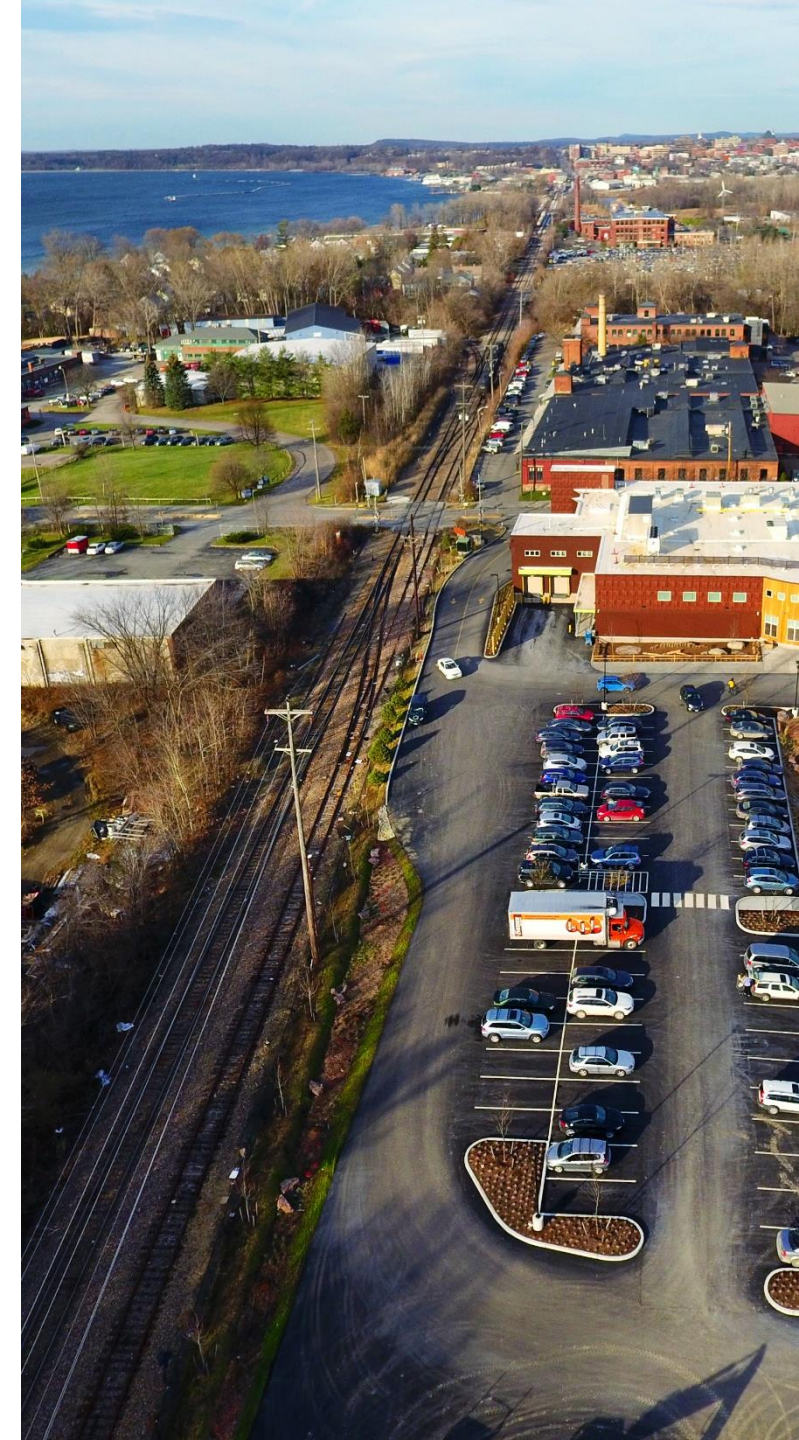
# Project Background & Scope

- Amtrak anticipated to come to Burlington in 2021/2022 as an extension of the Ethan Allen Express train line
  - *New York City → Albany → Castleton → Rutland → Middlebury → Vergennes → **Burlington***
- Train will be stored and serviced overnight in Burlington
  - Crew will be lodged overnight in Burlington
- City of Burlington solicited assistance from CCRPC to engage the public; and conduct an objective study to evaluate potential train storage and servicing locations in Burlington
- **Project Scope:** Develop criteria and evaluate possible sites to store and service the Amtrak train in ***Burlington***.

# Decision Process

VTrans will be making the final selection on the preferred storage site for the Amtrak train taking into consideration:

- Results from the evaluation of the five Burlington sites included in this study
- Public and stakeholder input
- City, Amtrak and VRS input
- No timeframe for final decision



# Project Team



- David Saladino, P.E. AICP
- Scott Burbank, P.E.
- Erica Quallen, E.I.T.



- Peter Keating, Project Manager
- Eleni Churchill, Transportation Program Manager



- Chapin Spencer – Director of Public Works
- Susan Molzon - Public Works Engineer

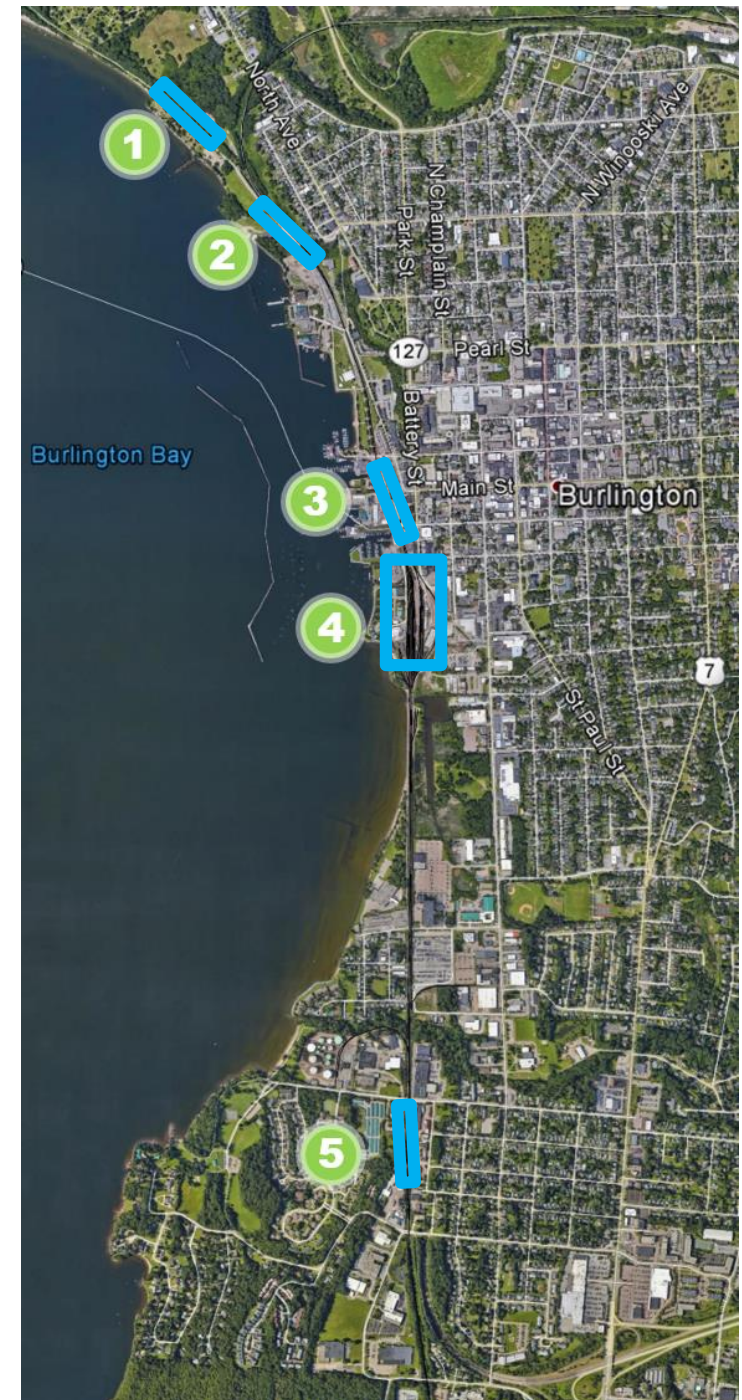


- Michele Boomhower – Director of Policy, Planning & Intermodal Development
- Dan Delabruere – Director of Aviation & Rail



# Train Storage Locations Evaluated

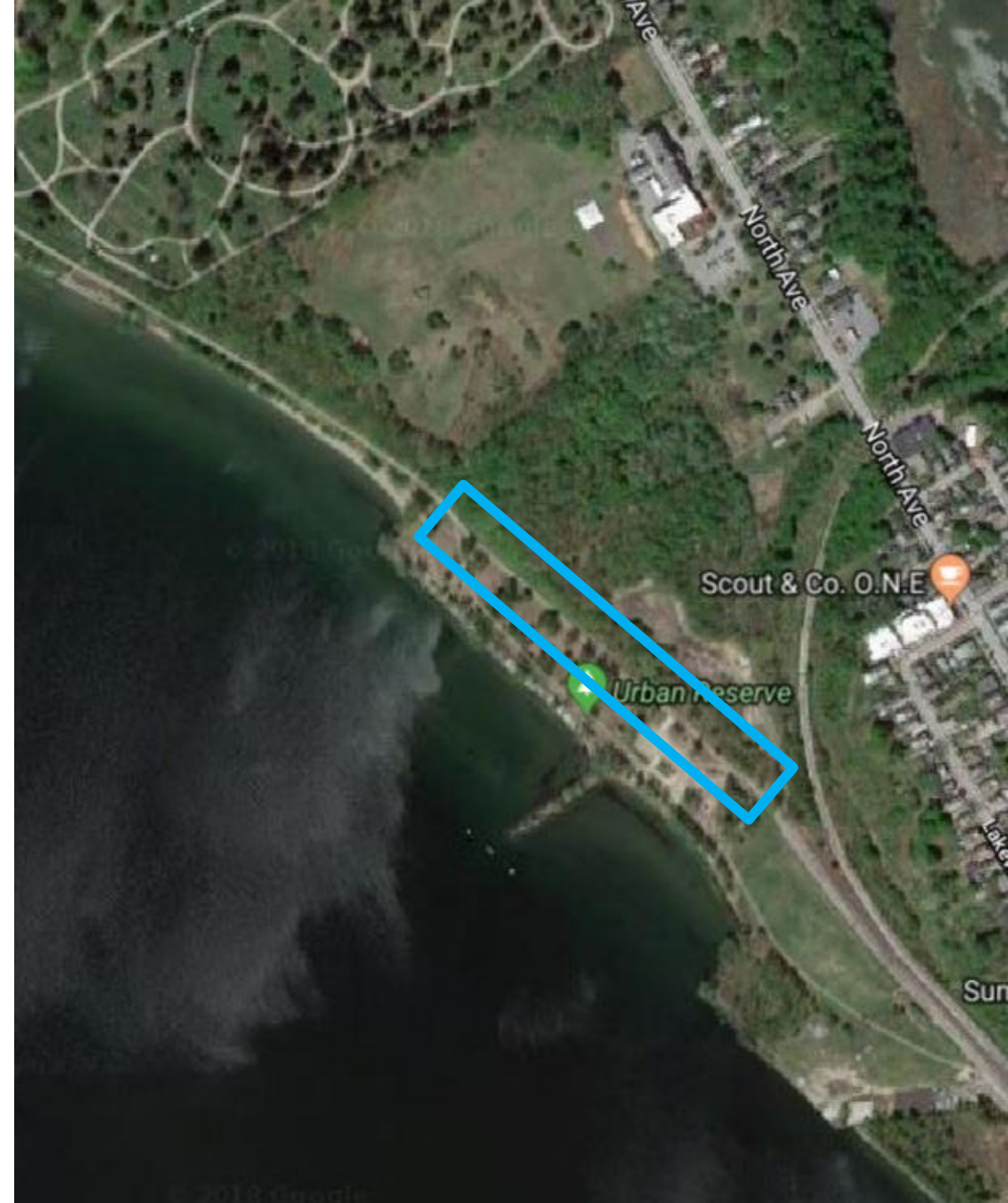
1. Northern Urban Reserve
2. Urban Reserve
3. Union Station
4. Vermont Rail System Railyard
5. Flynn Avenue (City Market)



# Northern Urban Reserve

## *Location #1*

- Recent construction by VRS to extend their current siding is not affiliated with Amtrak storage
- Amtrak train would be stored on a new adjacent siding
- Vehicle access provided along the former Burlington Bike Path alignment
- Located downslope from adjacent residences
- Overnight crew accommodations within short drive
- Requires coordination with New England Central Railroad (Genesee & Wyoming)





# Northern Urban Reserve

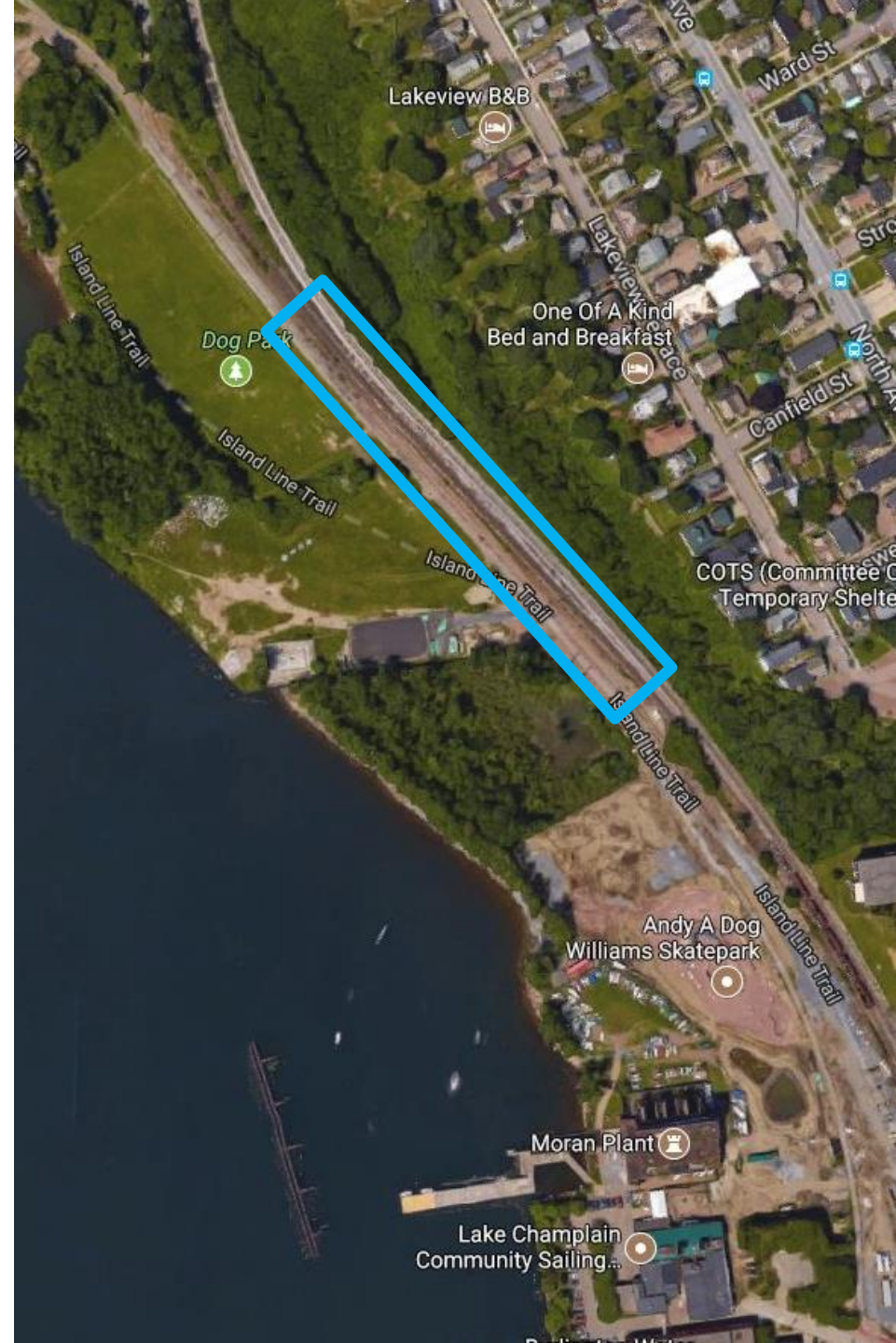




# Urban Reserve

## *Location #2*

- Current VRS siding located north of skate park
- Amtrak train would be stored on a new adjacent siding
- Located down slope from adjacent residences
- Overnight crew accommodations within short drive
- Requires coordination with New England Central Railroad (Genesee & Wyoming)





# Urban Reserve

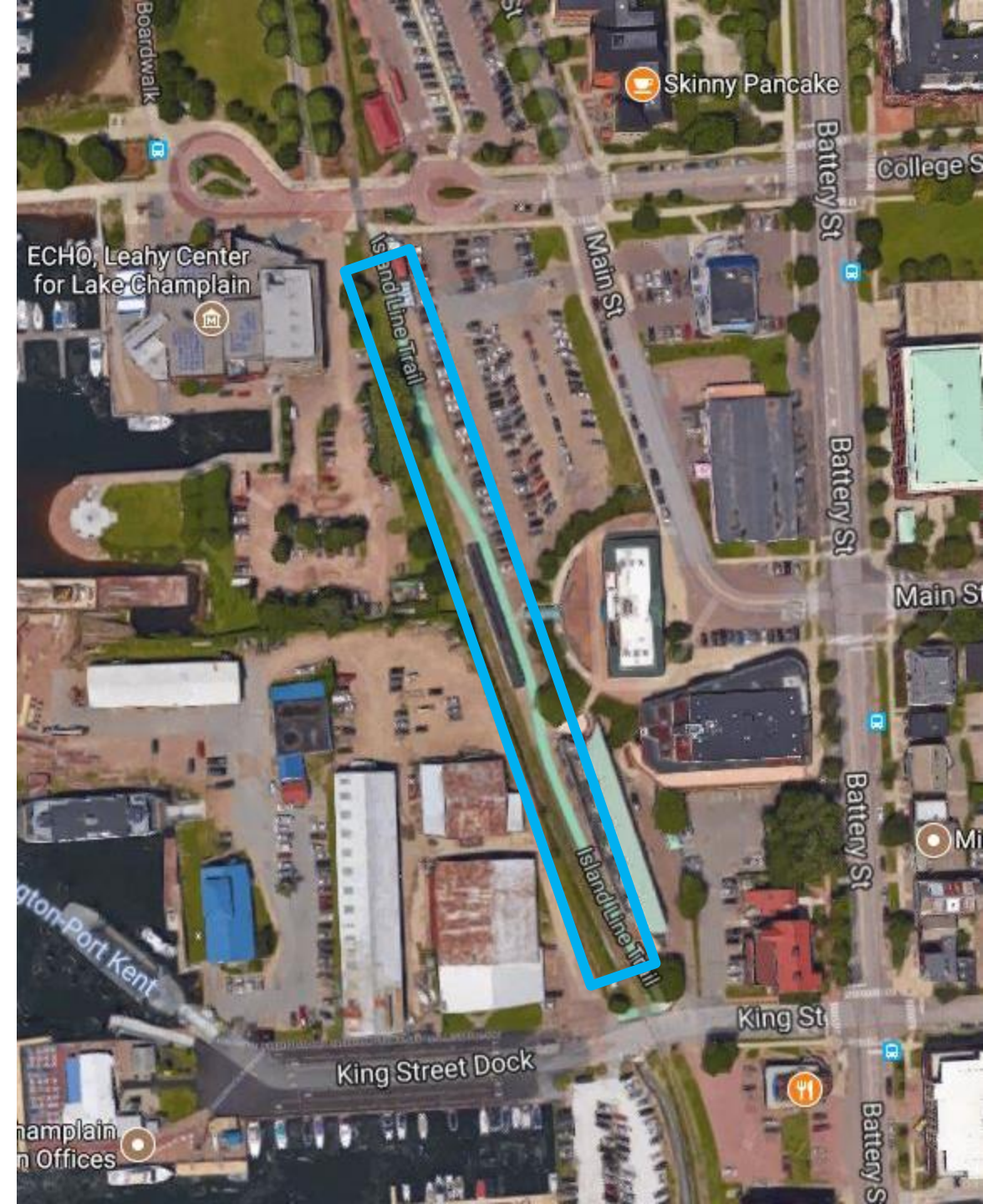




# Union Station

## *Location #3*

- New siding will be constructed adjacent to Union Station to service Amtrak passengers
- Overnight crew accommodations within walking distance or short drive
- Bike path to be relocated in coordination with second siding in front of the station





# Union Station

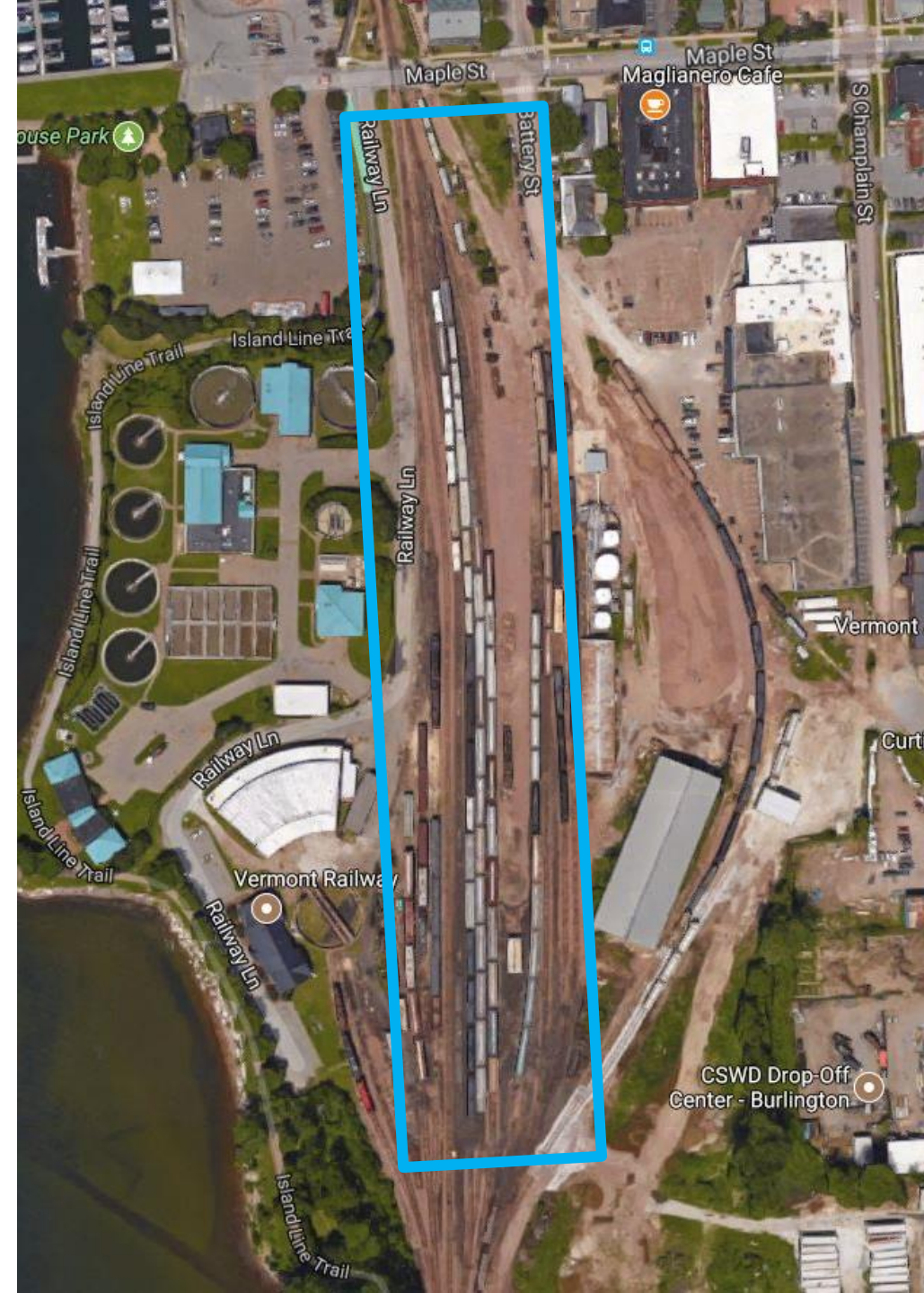




# Vermont Rail System Railyard

## *Location #4*

- Railyard does not have the operational capacity to accommodate storage of the Amtrak train overnight (VRS)
  - Amtrak will disrupt freight rail operation
  - Open track space is used for freight storage and train operations





# VRS Railyard

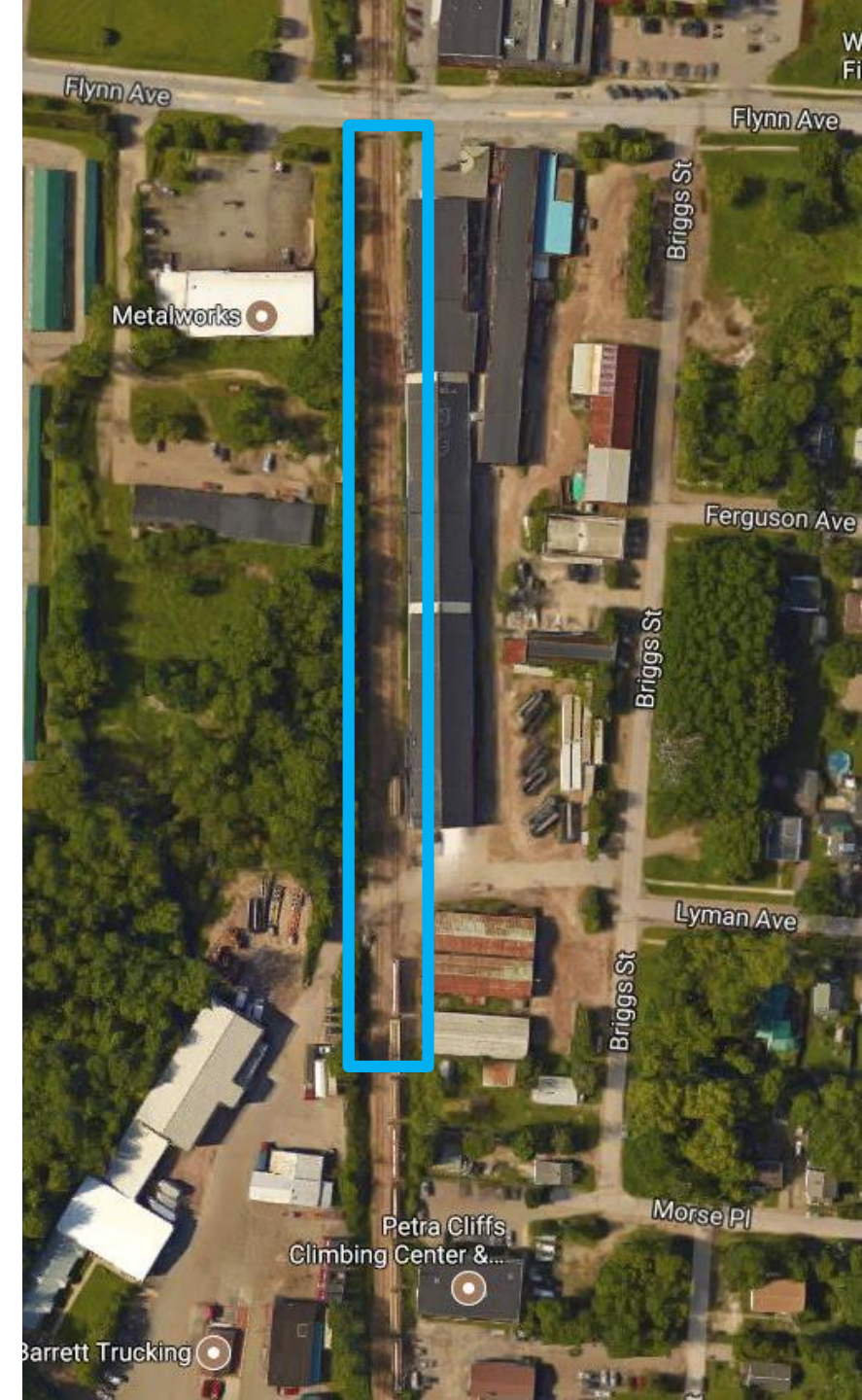




# Flynn Avenue / Briggs Street

## *Location #5*

- Use existing VRS siding and construct additional siding to replace storage capacity for VRS.
- Adjacent to residential neighborhood and new City Market
- Over 1 mile from Union Station





# Flynn Avenue





# Site Evaluation Criteria

- Costs: Design, Construction, & Property Acquisition
- Property Impacts
- Proximity to Residential Neighborhoods
- Noise, and Visual Impacts
- Air Quality & Emissions
- Natural Resource Impacts
- Lighting Availability
- Three-Phase Electrical Power Access
- Amtrak Crew Impacts
- Impact to VRS Operations



# Evaluation Matrix

Location	Estimated Costs <sup>1</sup>		Electrical Power Availability		Additional Crew Hours		Property Acquisition		Natural Resource impacts		Lighting Impacts	
	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Northern Urban Reserve	2	\$2,290,000 (new track and switch, electrical power, utilities, and new access road)	2	New electrical lines and connection required	2	44 minutes per day	1	Acquisition required from the City of Burlington	3	No anticipated impacts	1	Lighting will be added in an area where there are currently no lights
Urban Reserve	2	\$2,240,000 (new track and switch, earthwork, electrical power, utilities)	2	New electrical lines and connection required	2	40 minutes per day	1	Acquisition required from the City of Burlington	3	No anticipated impacts	1	Lighting will be added in an area where there are currently no lights
Union Station	3	\$300,000 (electrical power)	3	New connection to existing electrical line required	3	0 minutes per day	3	This is located within an existing railroad corridor owned by the State	3	No anticipated impacts	2	Brighter lighting will be required overnight
VTR Railyard	0	\$50,000,000 (relocation of Railyard to alleviate operational conflicts)	3	New connection to existing electrical line required	2	30 minutes per day	2	Lease agreements will need to be made with VRS	3	No anticipated impacts	2	Brighter lighting will be required outside of current Railyard operational hours.
Flynn Avenue	2	\$1,500,000 (relocation of VRS storage currently on this siding)	2	New electrical lines and connection required	1	60 minutes per day	2	Lease agreements will need to be made with VRS	3	No anticipated impacts	2	Brighter lighting will be required overnight

<sup>1</sup> Includes costs for design, construction, and property acquisition

Location	Train Visibility		Noise Impacts		Horn Impacts		Air Quality & Emissions		Proximity to Residential Areas		Impacts to VRS Operations	
	Score	Comments	Score	Number of Residences Impacted <sup>2</sup>	Score	Number of Additional Horn Warnings <sup>3</sup>	Score	Comments	Score	Comments	Score	Comments
Northern Urban Reserve	3	The train will be located down slope from most homes and will not be easily visible from the east	1	50 residences	1	4 Additional Horn Warnings	3	Does not exceed NAAQS <sup>4</sup>	3	The train is less than 528 feet from residences but is significantly down slope	2	Minor impacts to VRS operations. The train would be stored on a new siding off of a VRS siding north of the railyard
Urban Reserve	2	The train will be located down slope from most homes and will be slightly visible from the east	1	62 residences	1	4 Additional Horn Warnings	3	Does not exceed NAAQS	3	The train is less than 528 feet from residences but is significantly down slope	2	Minor impacts to VRS operations. The train would be stored on a new siding off of the VRS main line north of the railyard limits
Union Station	1	The train will be located between Union Station and ECHO	2	26 residences	3	0	0	Potentially exceeds Nitrogen Dioxide standard	0	The train is less than 50 feet from residences	3	No impacts to VRS operations. The train would be stored on a new siding off of the VRS track
VTR Railyard	3	The train will be located within an existing railyard and will not significantly change the current views	3	12 residences	1	4 Additional Horn Warnings	3	Does not exceed NAAQS	2	The train is less than 528 feet from residences	0	Major impacts to VRS operations. The train would be in direct conflict with current VRS operations
Flynn Avenue	2	The train will be stored in an area which often has trains currently but it located close to many residences	0	160 residences	1	4 Additional Horn Warnings	3	Does not exceed NAAQS	2	The train is less than 528 feet from residences	1	Significant impacts to VRS operations. The train would be stored on a siding currently used by VRS or along a siding which would disrupt Railyard operations

<sup>2</sup> Number of Residences with dBAs more than 50

<sup>3</sup> Additional horn warnings necessary at road crossings from and to the Union Station

<sup>4</sup> National Ambient Quality Standards for specific pollutants



# Evaluation Matrix – Final Scoring

Each site was scored 0 – 3 for each criterion  
0 being the worst and 3 being the best.

Location	Estimated Costs	Electrical Power	Crew Hours	Property Acquisition	Natural Resources	Lighting	Train Visibility	Noise Impacts	Horn Impacts	Air Quality & Emissions	Proximity to Residences	Impacts to VRS	Total Score	Ranking
	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score		
Northern Urban Reserve	2	2	2	1	3	1	3	1	1	3	3	2	24	2
Urban Reserve	2	2	2	1	3	1	2	1	1	3	3	2	23	3
Union Station	3	3	3	3	3	2	1	2	3	0	0	3	26	1
VTR Railyard	0	3	2	2	3	2	3	3	1	3	2	0	24	2
Flynn Avenue	2	2	1	2	3	2	2	0	1	3	2	1	21	4



# Current Status of Project

- The report has been finalized and accepted by VTrans
  - The CCRPC has completed its role
  - CCRPC Staff are available to answer questions regarding this report
- The Final Report is posted at: <https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/burlington-amtrak-overnight-storage-study/>
- VTrans will decide on the preferred Amtrak storage and servicing site
  - No timeframe for final decision
  - VTrans staff are available to answer questions or receive comments regarding final site decision, design and implementation
    - » Dan Delabruere, [Daniel.delabruere@vermont.gov](mailto:Daniel.delabruere@vermont.gov)





Thanks!  
Questions?  
Comments?

